

National Implementations

- Locations below from Installations in Georgia



With Safety Edge



Without Safety Edge

This slide demonstrates the 30 degree shaped and formed pavement edge created by using a safety edge device VERSUS the standard pavement edge that is approximately 45-60 degrees with a non-shaped and non-formed pavement edge that crumbles and breaks off leaving a potential 90 degree pavement edge. Photos above are from a Georgia Safety Edge Implementation.

Burke County – SR 1611

- Observation – During Installation



With Safety Edge



Without Safety Edge

The photos above were taken during implementation on Part B of the resurfacing project. The left side is WITH Safety Edge (southern shoulder), the right side is WITH OUT Safety Edge (northern shoulder). Notice the 30 degree shaped and formed pavement edge (safety edge) in the photo on the left. Notice the 60-90 degree with a non-shaped and non-formed pavement edge (standard edge) that crumbles and breaks off in the photo on the right.

Johnston County Pilot Project

- Safety Edge versus No Safety Edge



FHWA visited a few of the Pilot Project sites and needed to take sample densities with and without the safety edge device in play. The photos above demonstrate the edge of pavement with and without safety edge. The safety edge was raised for approximately 1000 feet for the density test sections. We have not yet received the results of this testing. The next two slides represent the same.

Photos from April 6, 2011. Map 4 – SR 1007 (2.10 miles). 1.5" Lift, Warm Mix. Shoe – NCDOT Prototype 2.

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Photos from April 7, 2011. Map 1 – SR 1938 (1.89 miles). 1.5" Lift, Hot Mix. Shoe – Carlson End Gate.